Hendershot Fuel Less Generator



What is a fuel less generator?

All over the world, people live with the idea that it's necessary to burn fuel in order to produce power that we can use. We have been persuaded that we have to buy coal, coke, timber, kerosene, gasoline, diesel, propane etc to burn, so that we can obtain our precious energy.

And yes, it is perfectly true that burning these materials will indeed result in energy. And yes, we need it and we use it in heating, cooling, powering engines etc. But the fact is that we don't necessarily have to burn fuel to get the energy we need to power our devices.

One of the simplest and most efficient ways of producing your own energy is a fuel less generator. The fuel less generator is a device that is understood to function without the need for a wired power source. Strictly speaking, a fuel less generator is not self-powered, but since it doesn't burn fuel of any kind, in everyday language, it can be described as self-powered.

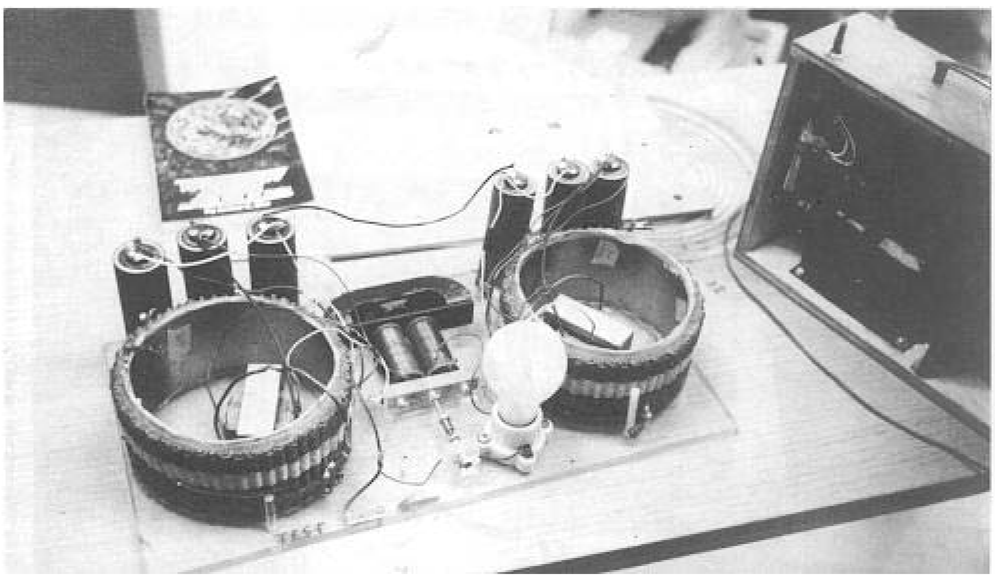
In the same way that a solar panel in sunlight uses no fuel and yet puts out electrical power, a fuel less generator draws energy from the environment and provides us with mechanical power. Actually, power is never "used up", but just converted from one form into another. This is freely available energy that we don't have to buy, but just learn to produce and then use it.

The advantages of fuel less generators:

- A fuel less generator does not need or depend on fuel (petrol or diesel) and it has nothing whatsoever to do with solar energy, wind energy or inverters.
- It preserves the safety of our immediate environment from noise and air pollution because it is noiseless and smokeless. Since it does not use fuel at all - there is no smoke which is usually caused by carbon combustion in fuel.
- The components needed to fabricate it are readily and easily available and can be sourced with ease.
- It can be built to any capacity, depending on the capacity of the load we want it to carry.
- It does not require any mechanical service or maintenance.
- It is free from current surge or electric shock
- It saves a lot of money individual and business owners spend on fuel.
- It is very safe to use, it does not wear or tear and it can work non-stop for as long as you want.

“The greatest invention of the age”

On February 28, 1928, a man called Lester Hendershot made front-page headlines across the nation with his invention of a "fuel less motor." Hendershot managed to develop power with his device by cutting the earth's magnetic field as our normal generator cuts its own magnetic field.

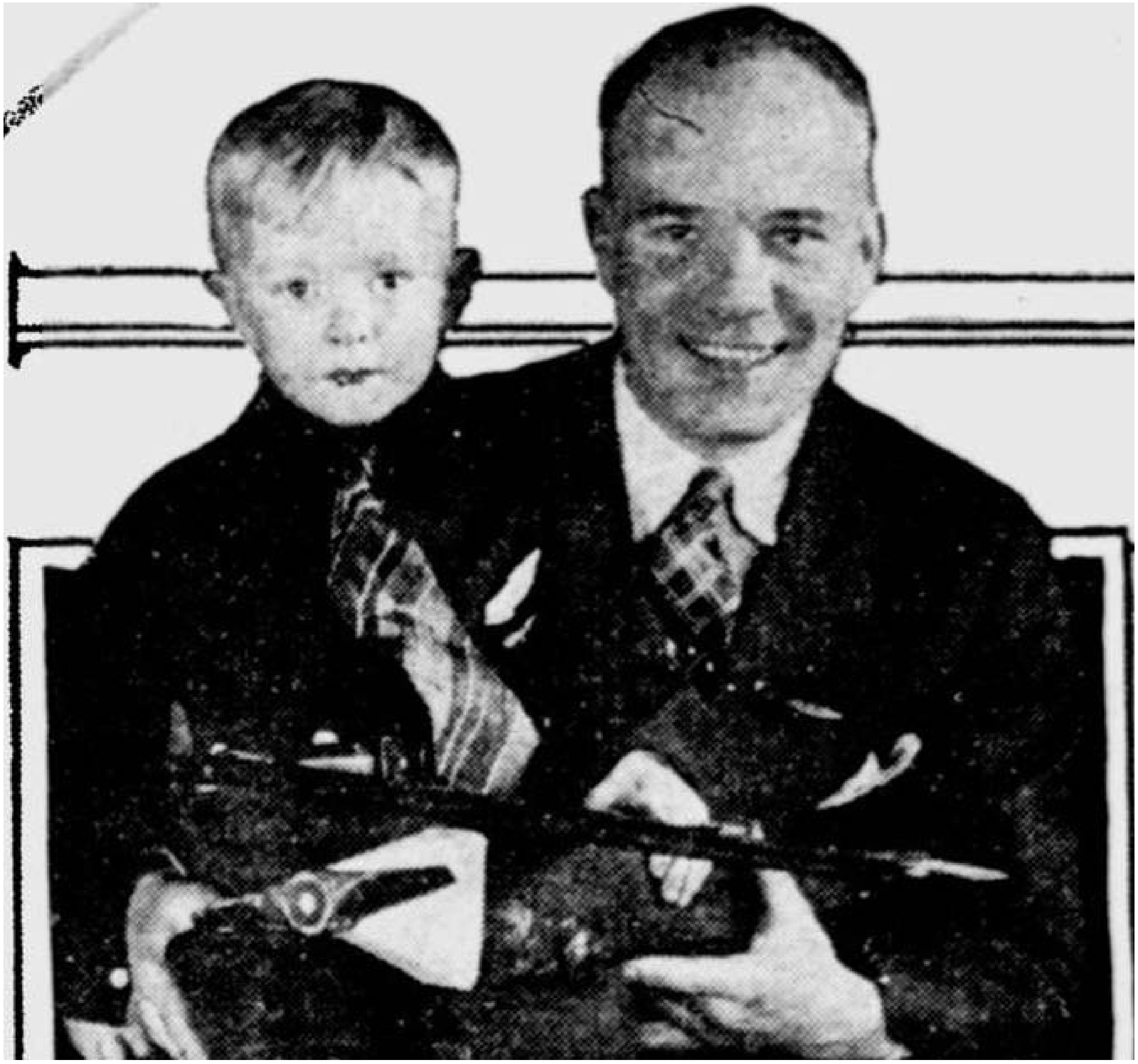


Not claiming his device to be a perpetuum mobile, Hendershot explained that it was tapping the earth's magnetic field and rotation as its energy source. The Hendershot Device concerns a self-running oscillator.

There are a pair of large air-core coils positioned in a "basket weave" pattern, cylindrical capacitors inside the coils, several high-value capacitors, a couple of standard transformers and a

permanent-magnet "buzzer" for a regulator. The two large coils are tuned to resonate with each other.
Lester Hendershot lived in a small house near the railway line in Elizabeth, Pennsylvania. He had not been many studies, but he took courses in mechanics at Cornell University.

Hendershot's machine was not actually a motor, but a generator. It developed electricity which could power another motor but did not produce any usable motion itself. The idea for the generator first came to him in a dream in his early twenties. He forgot the idea for several years and was motivated to start working on it to replace the broken motor in his child's toy airplane.



His first working model was created out of the parts of a worn-out radio and would only operate when lined up north and south. After two years of more work he was able to develop a model that worked facing any direction.

Word traveled quickly that Hendershot had developed an unusual invention and he was invited by Air Corps Commander Lamphier to demonstrate his model at Selfridge Field in Detroit. Lamphier was greatly impressed and immediately had technical crews begin developing a larger model.

Charles Lindbergh observed the machine in operation and also was very impressed. William Mayo, chief engineer of Ford Motor Company, and William Stout, developer of the three-motor design of airplanes popular in the `20's and `30's, also investigated the device in operation and pronounced it genuine.

The model developed at Selfridge Field was able to light two 100-watt light bulbs or power a small sewing machine. Pilots and technicians at the Field praised it as the "*greatest invention of the age*."

Here are some extracts from newspapers, which prove the efficiency of Hendershot's fuel less generator:

***New York Times* (Sunday, February 26, 1928)**

"Fuelless Motor Impresses Experts"

W.B. Stout Says, Invention Works Uncannily --- Washington Thinks It's Important ~ Built On A Radio Principle ~ Armature Winding New -- Invention Inspired By Young Son -- Lindbergh Flies Here

Detroit, Mich, Feb. 25 -- W.B. Stout, head of the Stout Air Lines and designer of the all-metal tri-motored Ford Monoplane, declared here today that he had seen what he characterized as an "impressive" demonstration of the Hendershot fuelless motor two weeks ago in Pittsburgh.

Lester J. Hendershot, the inventor, and his associate. D. Barr Peat, who is manager of the Bettis Field at McKeesport, demonstrated the motor secretly yesterday in a hangar at Selfridge Field. This block

test was witnessed by Major Thomas G. Lanphier, Clonel Charles A. Lindbergh and others.

It was explained today that the model used in the demonstration was a much smaller machine than an actual working motor capable of developing enough power to lift and propel an airplane.

Its designers claim for it that it runs on an electromagnetic principle, by which it draws its force directly from the earth's field, and through the properties within the motor itself transforms these electric currents into power that can be delivered efficiently at a propeller shaft.

Calls Demonstration Uncanny

"The demonstration was very impressive", Mr. Stout said. "It was actually uncanny. I would like very much to see how a large model designed to develop power enough to lift an airplane would operate".

Mr. Stout said the model he saw was about the size of the tiny motors used in vacuum cleaners.

"I was told that the revolutionary feature was a hereto unknown manner of winding the armature", Mr. Stout continued. "Hendershot said he had succeeded in winding it in such a way that it draws energy directly from electrical currents which exist constantly in the air or in the ground. Such sources of cheap and inexhaustible power, of course, never have been reached before. The small model appeared to operate exactly as Hendershot explained that it did".

Neither Colonel Lindbergh nor Major Lanphier would express themselves at length on the test they witnessed yesterday. Major Lanphier admitted, however, that they were experimenting with it and referred all questions to Hendershot.

"He is the only one who knows all about it", the Major said. "Lindbergh has nothing to do with it, although he saw it".

William B. Mayo, chief engineer for the Ford Motor Company, was in conference with Major Lanphier, Hendershot and Peat at Major Lanphier's quarters today.

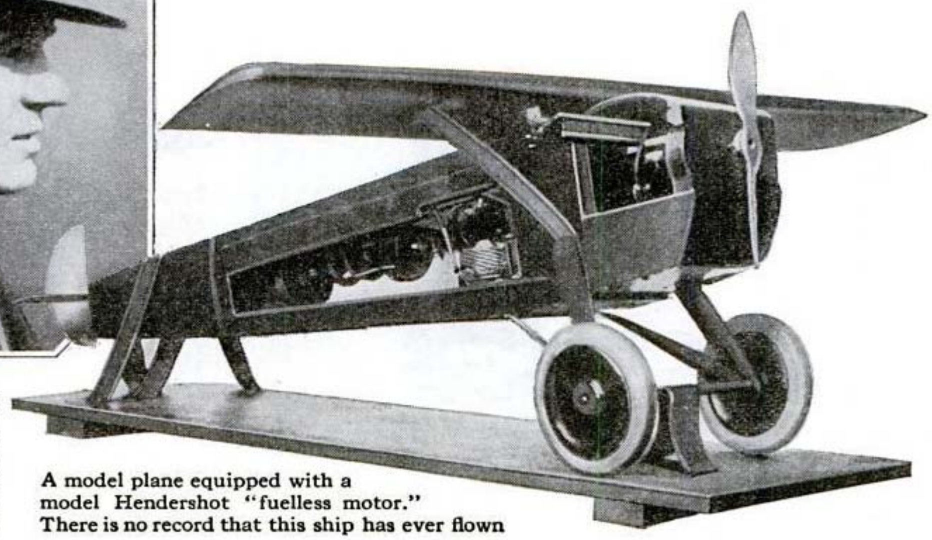
"Invention Result Of Dream"

Hendershot Made First Fuelless Motor For His Son's Toy Plane

The invention of the fuelless motor, tested at Detroit, was the result of a dream by its inventor, Lester Jennings Hendershot, who lives on "the street back of the railroad" in this town of about 3,000 inhabitants, 15 miles from Pittsburgh.



Lester J. Hendershot, inventor of the "fuelless motor," who says it operates by the same force that affects a compass needle. The "heart" of the motor is said to be a magnet wound with special coils



A model plane equipped with a model Hendershot "fuelless motor." There is no record that this ship has ever flown

Although Hendershot was on his way from Selfridge Field today and is not expected home until tomorrow, his wife told of his conception of the machine and how the miniature model was constructed from the parts of a worn out radio which had been given to the inventor by his uncle.

Several years ago the vision of a machine which would operate from "earth currents" came to Hendershot in a dream, according to his wife, but it was not until last November that he actually started working on it.

His 4-year old boy had built a small airplane at that time and was considerably chagrined because it would not operate. The father was disturbed too, so he told his son he would build an airplane which would work. The result of that was the fuelless machine.

First Model Worked Toy Plane

When the miniature motor model had been constructed, Hendershot built a small airplane and placed the machine in it. A switch was turned and immediately the propeller began to move. The machine was not connected to any electrical current, but was running on its own accord from "earth currents".

For several weeks the little motor and the airplane rested upon a small table in the living room of the Hendershot home, which faces an unpaved street near the railroad tracks. One day D. Barr Peat of Bettis Field, the air mail port near McKeesport, Pa., visited the Hendershot home to see the model.

He immediately became enthusiastic and a few weeks later he and Hendershot were at Selfridge Field where permission was been granted to build a model large enough to operate an airplane.

Hendershot, who is only 29 years old, was born in Hyndmann, Pa. His schooling has not been extensive, although he spent a few months several years ago at Cornell University, where he took a few courses in mechanics.

He has not been employed at any particular task and has been known as a "freelance" worker. He has been a fireman and an engineer on the railroad, has worked in the mills near Pittsburgh, has inspected concrete and done electrical work. During the war he was a bugler with a machine gun company, but did not get overseas.

Still Wants To See "How They Work"

According to his mother, he has always been interested in mechanics and when a child he would insist upon taking his playthings apart.

And that desire has not escaped him a man, for even now he takes his own son’s playthings apart to "see how they work".

It required only a few weeks for him to construct the miniature model of his fuel less motor, although he worked day and night during that time. He had a crude workbench in the cellar of his home, which was placed near the furnace, where it was warm. Early in the morning he would be there, tinkering about, and late at night he still could be found there.

Hendershot’s idea was that the earth currents which make the aurora borealis in the skies could be harnessed by man and made to produce power that would operate an engine.

The youthful inventor has no other inventions to his credit.

"Works On Principle Of Compass"

Lester J. Hendershot first came to Bettis airplane field in McKeesport between two and three years ago and soon afterward brought one of his motor models to the officers of the field for inspection.

The fuel less motor works somewhat on the principle of a compass, and the original model would always operate when pointing north or south, as does the compass, but would not move when pointed east or west.

Young Hendershot worked nearly two years to overcome this defect, and finally he brought a motor to the Bettis field that appeared to be working perfectly. This motor was installed in a small model airplane and the plane flew, but owing to the failure to rig it properly, it crashed to the ground during one of the experiments.

Constantly improving the motor, Hendershot finally interested D. Barr Peat, manager of the Bettis Field, in his invention.

After a short time several capitalist were interested, and a few weeks ago the motor was taken to Detroit by Hendershot and Peat for an exhibition.

While no person at the field was in position to say authoritatively, it was stated that the capitalists who become interested in the Hendershot motor have about completed their arrangements for the purchase of the invention, or for controlling its production.

The fuel less motor, it is said, appears to have tremendous power and easily made between 1500 and 2000 revolutions per minute on several occasions while being tested at the field. Pilots and mechanics believe it to be the greatest invention of the age, and all appear sure it will be a practical success as an airship motor.

It was stated at the field that the inspection of the motor by Colonel Lindbergh was made in the interests of the capitalists who were arranging to purchase the invention.

New York Times (February 27, 1928):

"Fuelless Motor Is A Generator"

The Hendershot "Fuelless motor" is not a motor at all but a generator, according to Major Thomas G. lanphier, commandant at Selfridge Field, Mich., where he with Lester J. Hendershot, the inventor, and D. Barr Peat, have been quietly working on an experimental model.

Major Lanphier said he first became interested in the Hendershot electrical machine several weeks ago through Peat; that in common with others he thought at first it was more or less "bunk" but after seeing it work he became interested.

"I saw the first model which Hendershot built hooked up to a small electric motor of the type used to operate a sewing machine. It not only ran the motor but it burned it out", Major Lanphier said.

Why this generator acts as it does, where the energy comes from that transforms it into power, Major Lanphier was not prepared to say beyond quoting Hendershot. It is the inventor's theory that his machine draws its energy from the earth's magnetic field.

While unwilling to describe it in detail until pending patents have been received, Major Lanphier told a little about it. The first model consisted of a ring magnet less than three inches in diameter. Around the magnet were coils rigged as only Hendershot knows how to rig them, and another set of coils pass through the center of the ring.

"With this contrivance we burned out the sewing machine motor and we also kept a 6 watt lamp going with it for 26 hours", he said.

The larger model which has not yet been hooked to a motor that will deliver power to a crankshaft, Major Lanphier himself helped build.

"We put it together out of stuff we picked up at the field and with it we lighted two 110 watt lamps", Major Lanphier said. "I think that we have got enough electricity in this second model to kill a man".

The second model is built around a ring magnet, the outside diameter of which is seven inches and the inside diameter six inches.

It was suggested that perhaps the Hendershot engine was "stealing" power from some big radio broadcasting station.

"We thought of that", Lanphier said, "but we ran it for 26 hours when stations were going and when they were not and we got the same results".

***New York Times* (November 12, 1928)**

"May Seek Motor Patent"

M. C. Kelly to Ask Five Scientists to Test Hendershot Device

Representative M. Clyde Kelly of Pennsylvania, it became known here today, plans to seek a Congressional patent for the "fuelless" motor of Lester J. Hendershot of West Elizabeth, Pa., if five scientists approve the invention as practical. A Congressional patent gives the patentee full protection for 17 years.

Hendershot’s invention, which he describes as a "magnetic induction" motor, was first announced in March. At that time in some quarters it was regarded with skepticism.

The motor, according to its inventor, is without visible means of power. It obtains its initial impulse, Hendershot maintains, from a precharged magnetic core, and its secondary and greatest power impulse by magnetic induction from the earth.

Hendershot today said several of his motors had been built here, and that one, which developed 60 horsepower, had been in operation for two weeks without recharging the magnetic core.

***New York Times* (February 28, 1928):**

"Explains Magnet In Fuelless Motor"

Hendershot Says Shifting Its Field To east And West Causes Rotary Motion ~ Winding Of Magnet Secret ~ Inventor Asserts Engine Weighs But 4 Ounces Per Horsepower

Mildly indignant because the manner in which his fuelless motor gains its power had been misrepresented in dispatches from Detroit and Washington, Lester J. Hendershot today stated there was nothing mysterious about his motor, that the force that energizes it is the "same force that pulls the needle of the compass, and there is nothing mysterious about that".

The fuelless motor was not his objective, he explained, at the time he began his experiments some three years ago, when he first became interested in aviation.

"I soon learned that the ultimate development o aviation depended upon the discovery or invention of an absolutely true and reliable compass", he explained. "The ordinary magnetic compass does not point to the true north -- it points to the magnetic north, and varies from the true north to a different extent at almost every point on the earth's surface.

"There is another compass, the magnetic induction compass, that indicates true north. But it must be set before each flight, and is not always reliable.

"I found that with a pre-magnetized core I could set up a magnetic field that would indicate true north, but I didn't know just how to utilize that in the compass I set out to find.

"In continuing my experiments, I learned that by cutting the same line of magnetic force north and south, I had an indicator of the true north, and that by cutting the magnetic field east and west, I could develop a rotary motion.

I now have a motor built on that principle that will rotate at a constant speed, a speed predetermined when the motor is built. It can be built for any desired speed, and a reliable constant speed motor is one of the greatest needs of aviation.

The main secret of Mr. Hendershot's invention, his Friend Barr Peat declares, is the method of winding a magnet in the motor so that it will rotate in the opposite direction than the earth revolves.

He says there is no heat, because magnetic forces are cold and the motor is stopped only by breaking the magnetic field in the windings. The magnet in the motor, he thinks, probably would have to be recharged after about 2000 hours of operation.

Mr. Hendershot declares that one of his motors, complete and ready to be installed in an airplane would weigh little more than four ounces for every horsepower it developed, while the best of the gas engines now built weighs about two pounds per horsepower.

Mr. Hendershot says that altitude would not affect the efficient operation of his motor, for the magnetic influence of the earth has been found to remain the same as high as man has ever reached.

He said that the same principle which made his original model operate only when it was placed in one direction, north and south, will be developed so that it will provide a compass that will always indicate true north.

A curious death

Apparently, Hendershot became paralyzed from a 2000 volt bolt of electricity from a machine he had been working on and grown familiar with for several years. After the supposed accident, Hendershot was paralyzed in arms and legs and palate (so he could talk to no one). He shortly died in what appeared to be a suicide.

In *Wild Talents*, Charles Fort postulated: "What I pick up, is that there must have been an alarm that was no ordinary alarm somewhere."

F.D. Fleming in a 1950 *Fate Magazine* article suggested that Hendershot was bought off and his invention relegated to oblivion by big business which had much at stake in coal and oil technology.

"Two historical events are worth including here regarding possible suppression and inability to commercialize Free Energy devices. These are the Over-Unity Device of T. Henry Moray (Resines, 1988), and the Hendershot Motor (Brown, 1988). Both of these devices were publicly demonstrated to the US press in the 1930s, and

carefully conducted tests were made to assess these devices. From the newspaper reports and clippings, it appears that both devices passed all tests, only to fall into oblivion. What exactly happened to the devices, their inventors, and the technology is not known. It also appears that the secrets of the devices died with their inventors." - Patrick C. Baily. (1992)

The Lester J. Hendershot story told by Mark M. Hendershot

„My name is Mark Hendershot, Lester J. Hendershot was my Father.

Lester was an inventor and in his many attempts at producing practical items, he had a moderate success a few times with electronic toys, and had sold some of his ideas to small manufacturers.

His biggest idea, however, was so revolutionary that it embarrassed the nation's top scientists be-cause they couldn't explain it, and if it could be perfected, it would possibly eliminate the need for public electric utilities in many instances, and it would completely change most of our present concepts of motivation.

His earlier invention was called a "motor" by the newspapers, but it was actually a generator which was powered by the magnetic field of the earth. His later models created enough electricity to simultaneously light a 120 volt light bulb and a table model radio. I witnessed it furnishing the power to run a television set and a sewing machine for hours at a time in our living room.

It was in 1927 and 1928 that my Father began to think seriously

about this "fuel-less" generator. He had taken up flying in 1925 and he soon realized that the ultimate development of aviation would be greatly enhanced by the creation of an absolutely true and reliable compass, and his first efforts were to produce such an instrument.

He theorized that the magnetic compass did not point to true north and varies from true north to a different extent at almost every point on the earth's surface.

Also, the induction compass has to be set before each flight and at that time was not always reliable. He claimed that with a pre-magnetized core he could set up a magnetized field that would indicate the true north, but he didn't know just how to utilize that in the compass he had set out to develop.

In continuing his experiments, he found that by cutting the same line of magnetic force north and south, he had an indicator of the true north and that by cutting the magnetic field east and west, he could develop a rotary motion.

With this principle in mind, he switched his plans and began working on a motor which utilized this magnetic power. He built one that would rotate at a constant speed, a speed pre-determined when the motor was built.

It could be built for a desired speed, he said, and he felt that a reliable constant speed motor was one of the greatest needs in aviation at that time. The one he built developed 1,800 revolutions per minute.

In the following years, he realized that the idea of a magnetically powered motor was not as practical as a magnetically-powered generator, so his later work was directed toward the generator.
To avoid confusion, it should be pointed out that the early experiments began on a magnetically-powered motor, and later a generator.

The first significant experiments on the motor version were held at Selfridge Field, Detroit, under the direction of Major Thomas G. Lanphier, commandant of the field and leader of the First Pursuit Group.

The device demonstrated at Selfridge was a small model of what he hoped would be developed into an airplane engine [powered by earth's magnetic field]. Quotes in the newspapers referred to top aeronautical brass of the day and their impressions of what they saw.

One such report was credited to William B. Stout, president of the Stout Air Service, Inc., and designer of the all-metal type plane used by the Ford Motor Company. Stout's comments were: "The demonstration was very impressive. It was actually uncanny. I would like very much to see a large model, designed to develop enough power to lift an airplane."

Major Lanphier's comments to reporters after the demonstrations were:
"The whole thing is so mysterious and startling that it has the appearance of being a fake."

"I was extremely skeptical when I saw the first model," he continued, "but I helped to build the second one and witnessed the winding of the magnet. I am sure there was nothing phony about it."

Now that we have a background, let's get started on building the Hendershot Generator right away.

On a wooden board 1m by 1m, draw a point with a pencil. Using a hand drill, make a hole on the point you've drawn with a 3mm drill bit.





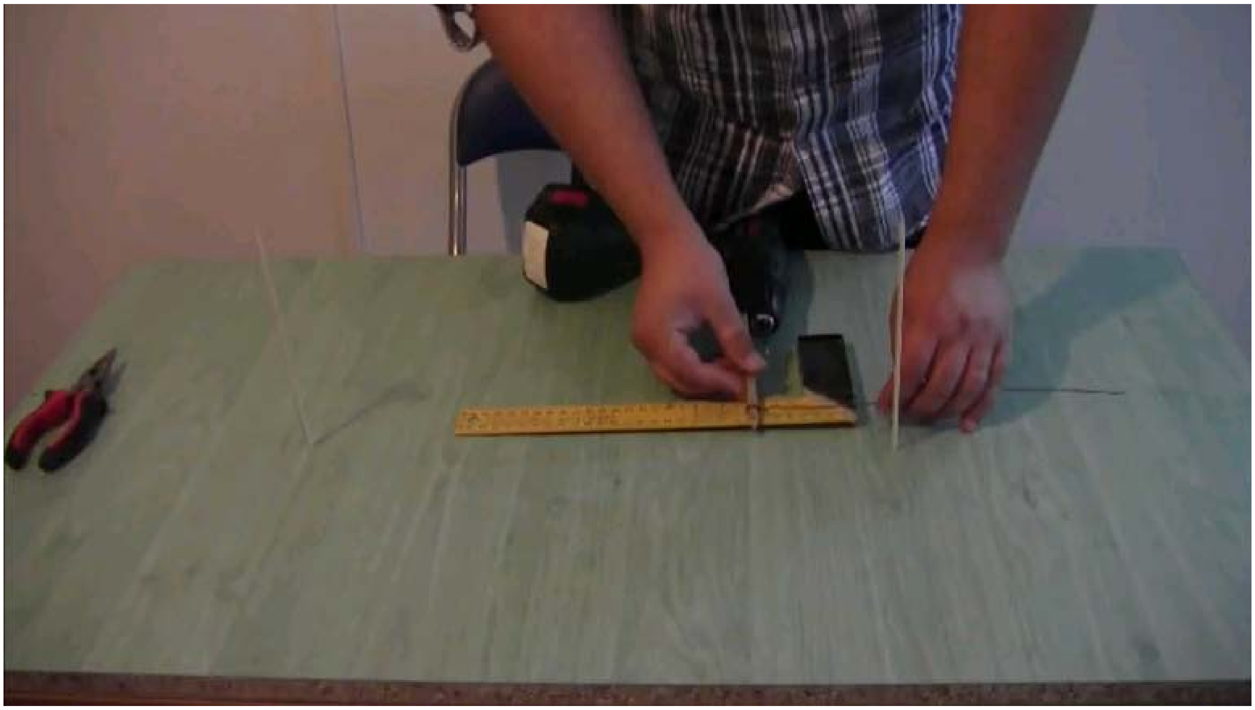
Now using a ruler, to guide at straight line, drill another hole symmetrical in the board. Place 2 skewer sticks for guiding in the holes.



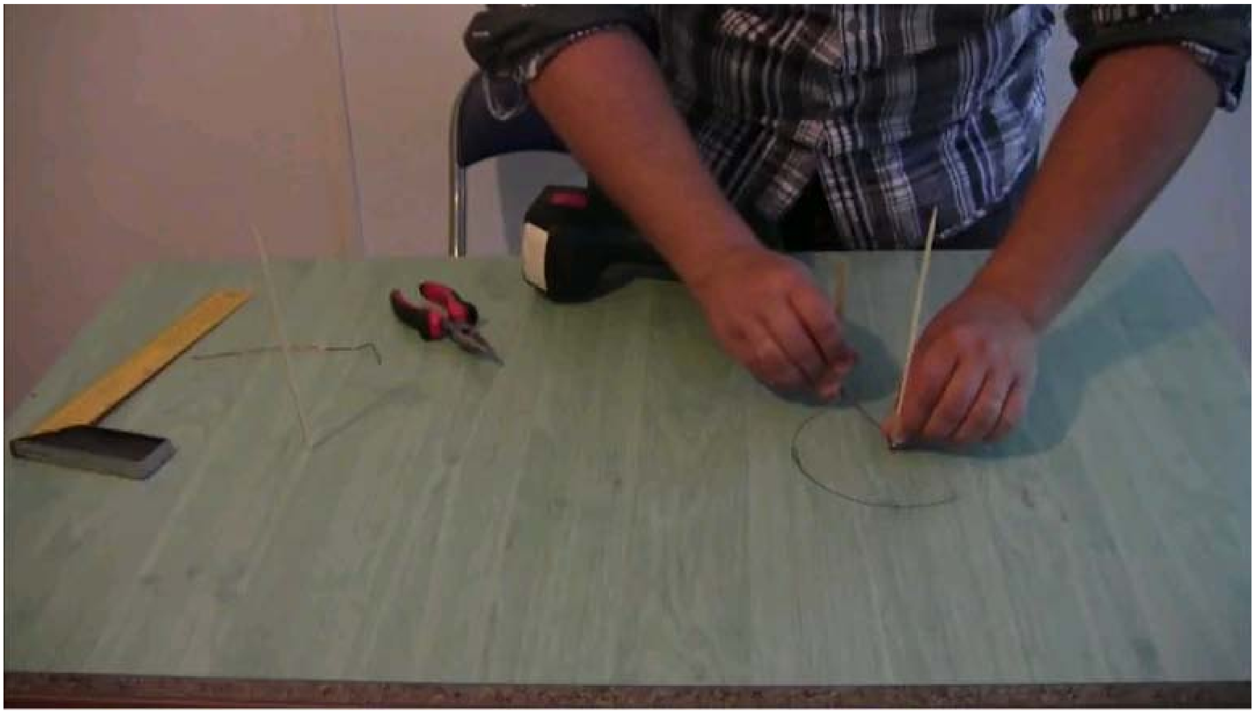


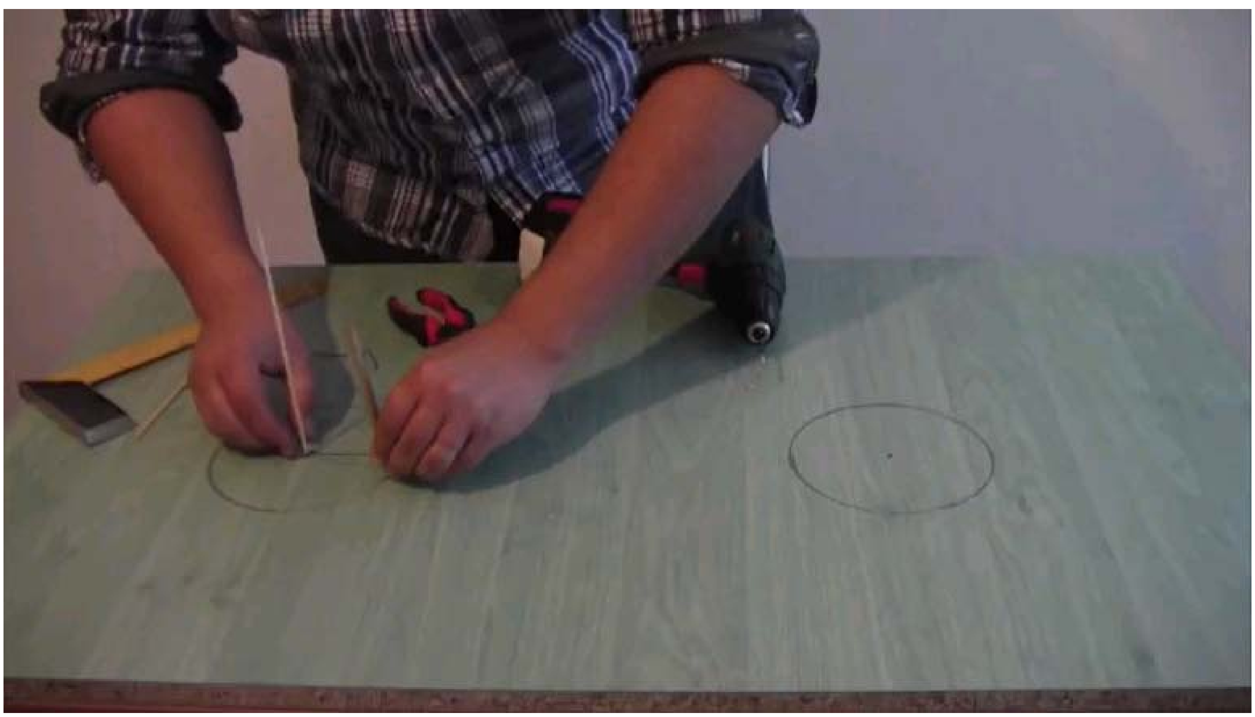


Take a pencil and a piece of copper wire. Tie the pencil to the copper wire, and measure the length of the wire to 7.5 cm.

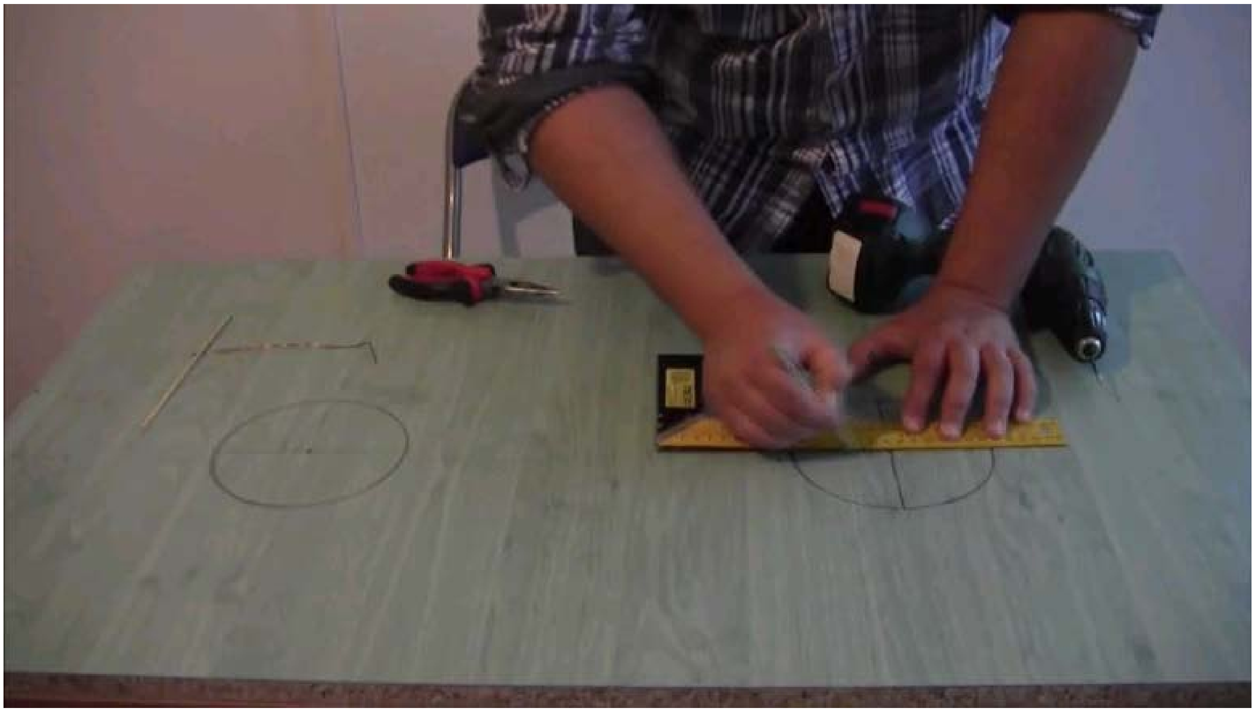


On the other end of the wire, tie a skewer stick. Now draw a circle just like you see in the video, for each of the center holes.

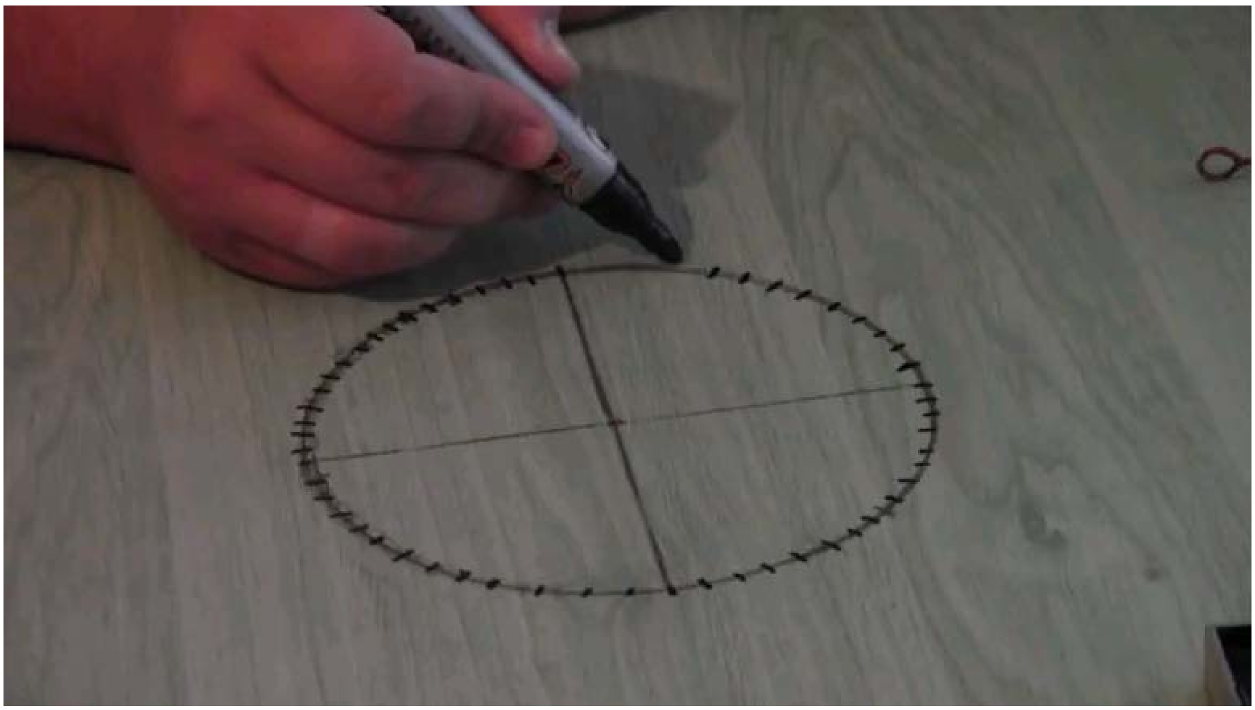




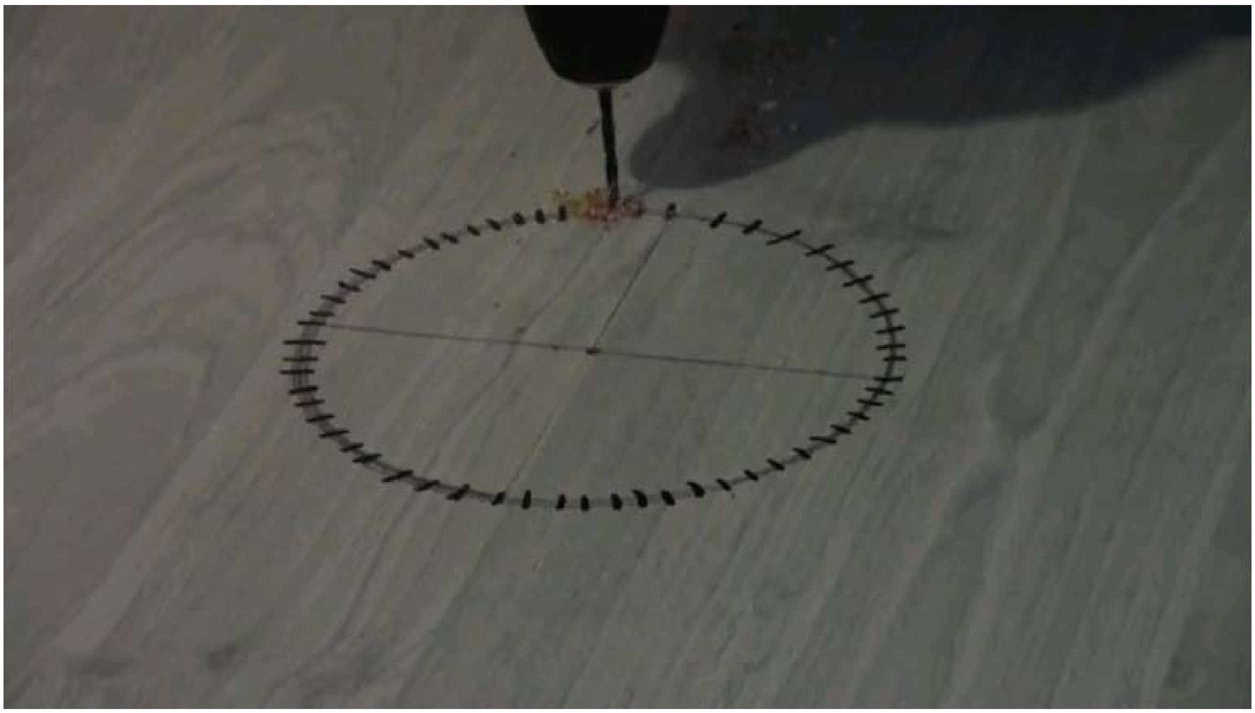
Using a ruler, draw two perpendicular diameters (divide the circle in 4 separate slices). This will help with dividing the circles further more.



Using a pencil or a permanent marker, mark 57 points along the length of the circle. The distances between the dots should be approximately the same. Do not leave big gaps. If you don't get it right the first time, erase the dots and try again.

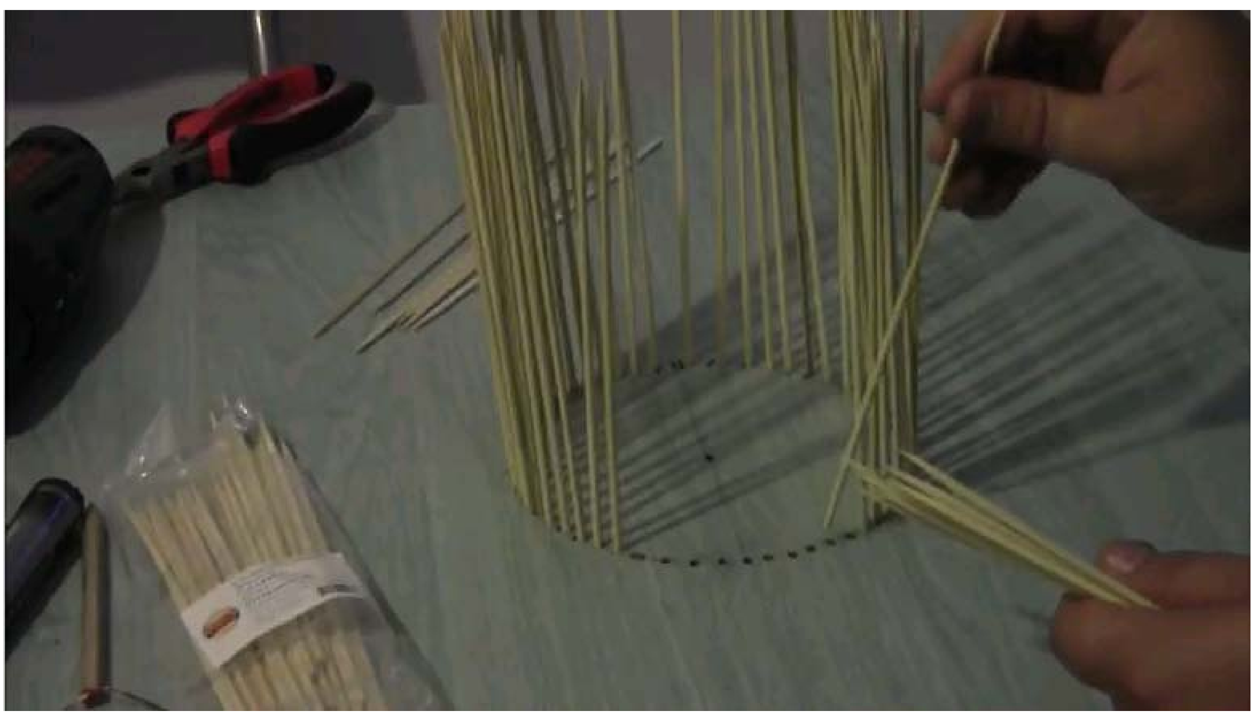


Now using a hand drill with a 3mm drill bit, drill holes on every dot you marked earlier on the circle. The depth should be of maximum 2 cm, depending on the wood board's thickness. Do this for both circles.

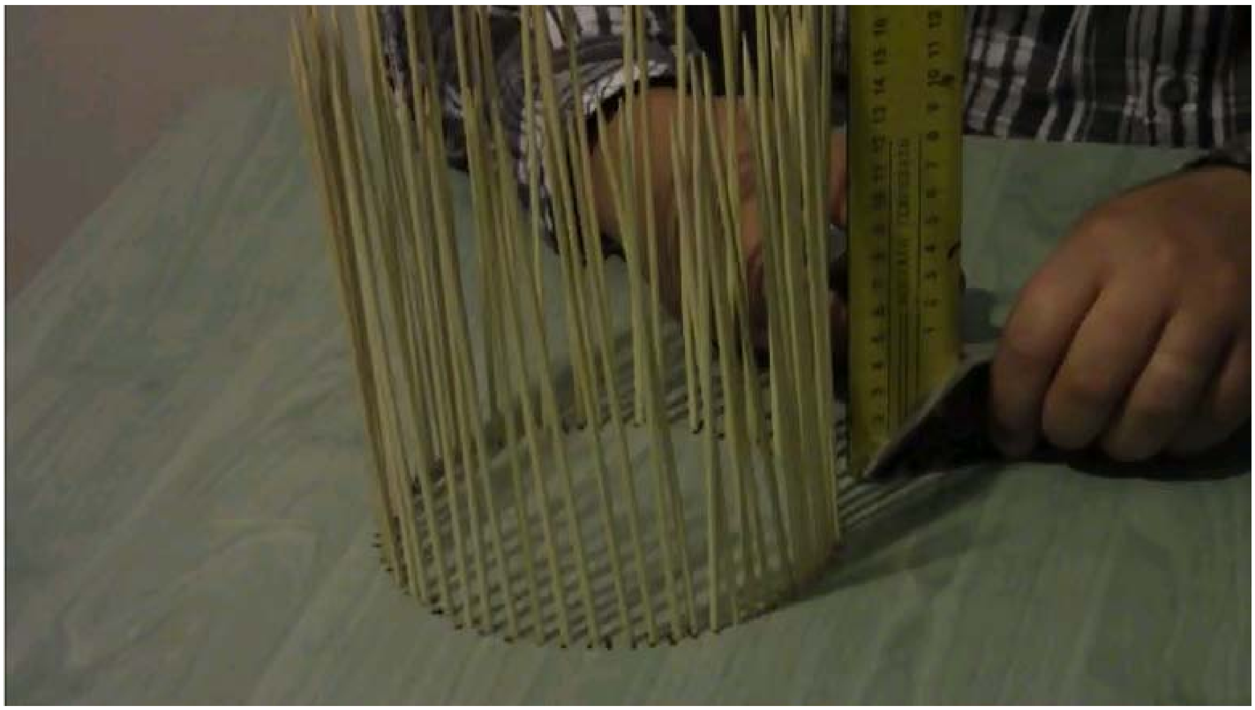




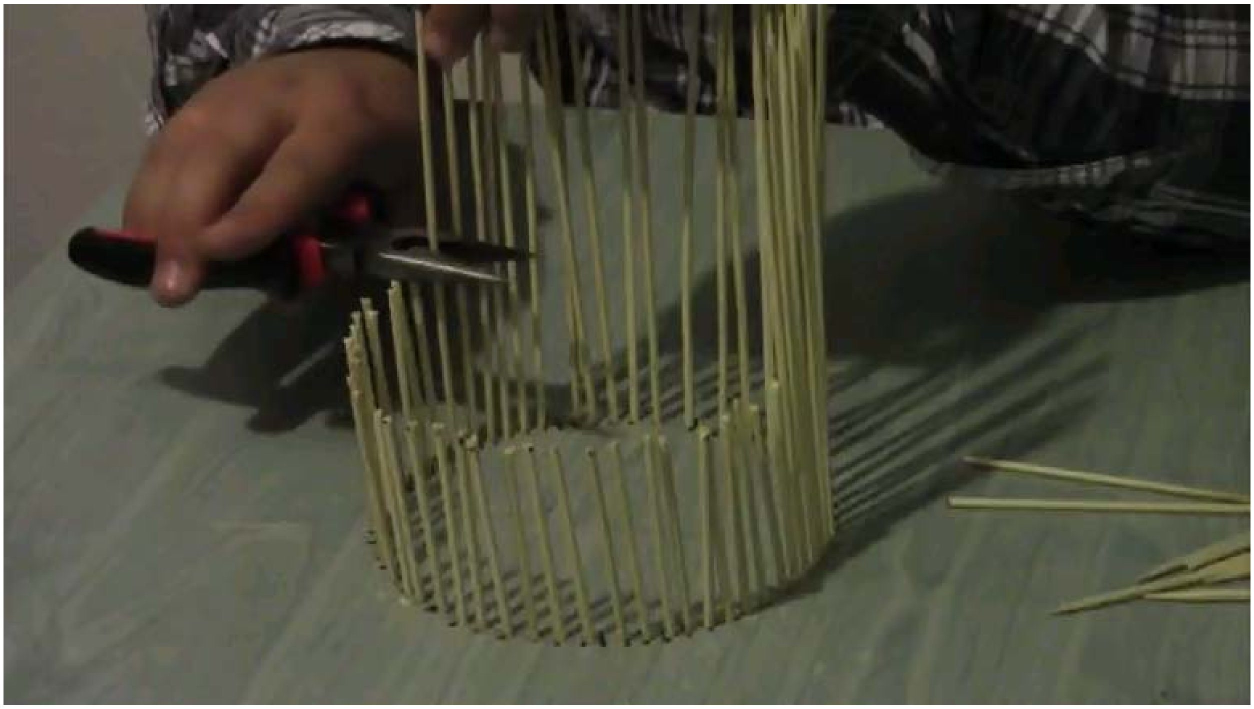
Place skewer sticks in each hole you drilled.



Now using a permanent marker and a ruler, mark 7cm height on each stick using the technique in the video. Do this for both circles.



After you've finished marking the 7 cm level, start cutting the sticks at the marked height. Use pliers, angled pliers, scissors or whatever comes in hand and gets the job done.



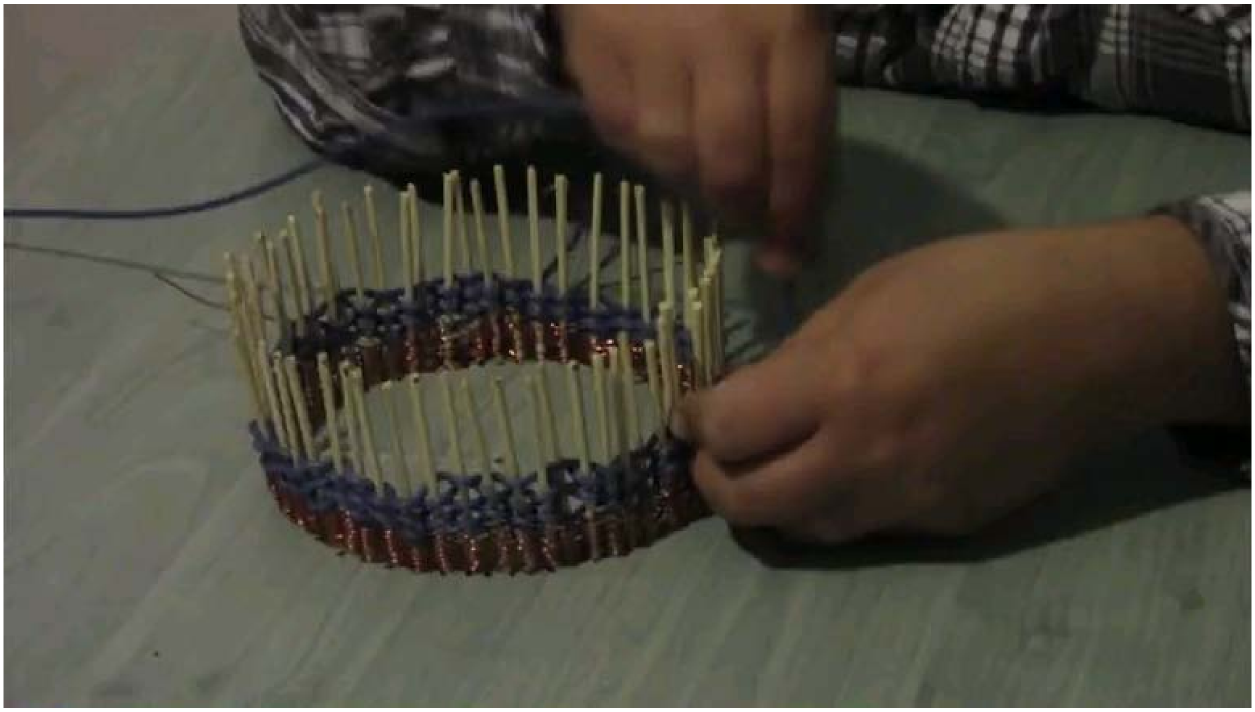
Now using a normal hair drier or an industrial one, heat the sticks that are leaned and wouldn't sit straight. Do not over heat or they will break, Once heated, the sticks are malleable, and can be straighten up. Do this for all the sticks that require it on both circles.



This is the most important step in all the building process. Basket-winding the 2 capacitor coils. Please use technique you see in the video. The first 12 windings are from .95 mm copper enameled wire. After that, come 6 windings of 1.5 mm PVC insulated copper wire. When the 6 windings are complete, using a different color wire (but with the same dimensions), add another 6 windings to the coil.

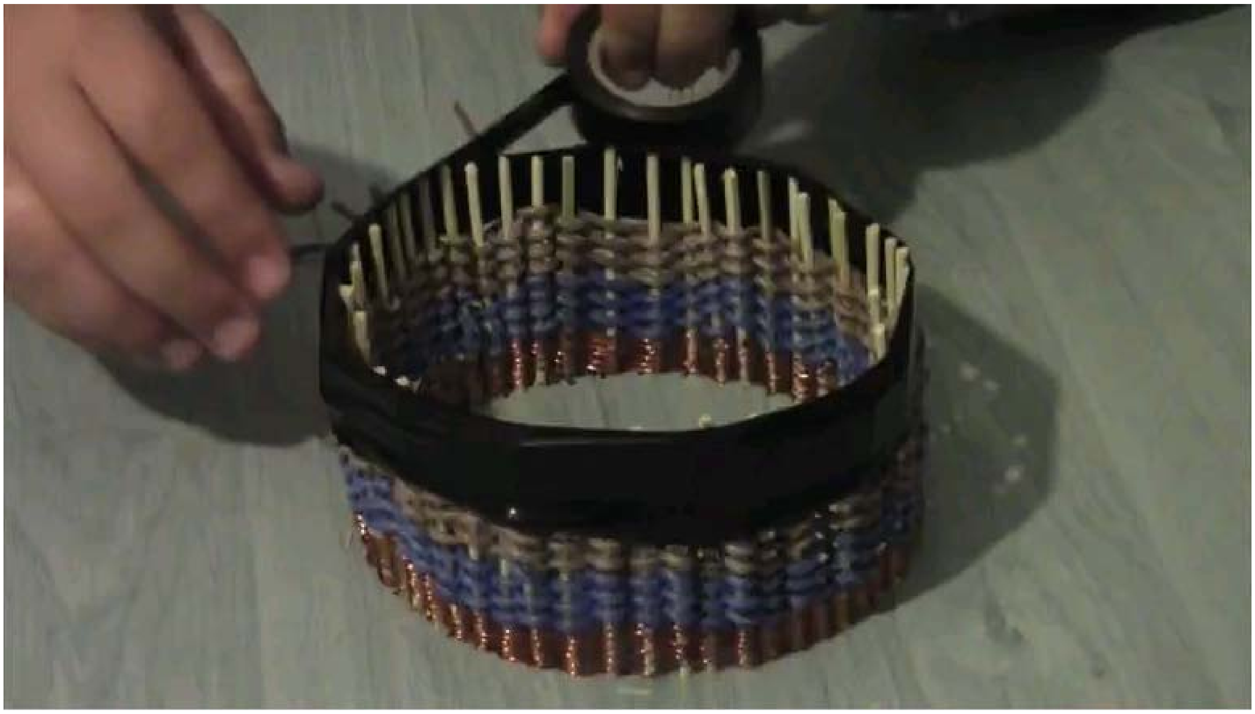
Do The same for both coils, following the same patterns and the same specifications.







After finishing the windings for both coils, using pvc duct tape, insulate the top of the coil. This way, there will be less unwanted interferences and you'll be sure the windings won't slip away. Do it for both coils.



Now we will have to make a resonator. For that two coils, an iron bar and a magnet are needed. Wind the coils like you see in the video. On an iron cylindrical bar, wind 40 turns of 0.95 mm enameled copper wire. After the winding is complete, strap the edges of the coils with pvc duct tape. This way, the winding won't go loose.



The two small coils you've just constructed have to placed on a mobile sledge, this being the entire key on starting the generator. I used a piece of cardboard and two furniture rails with bearings (there are rails on wheels for drawers but they-re no good for this particular job).

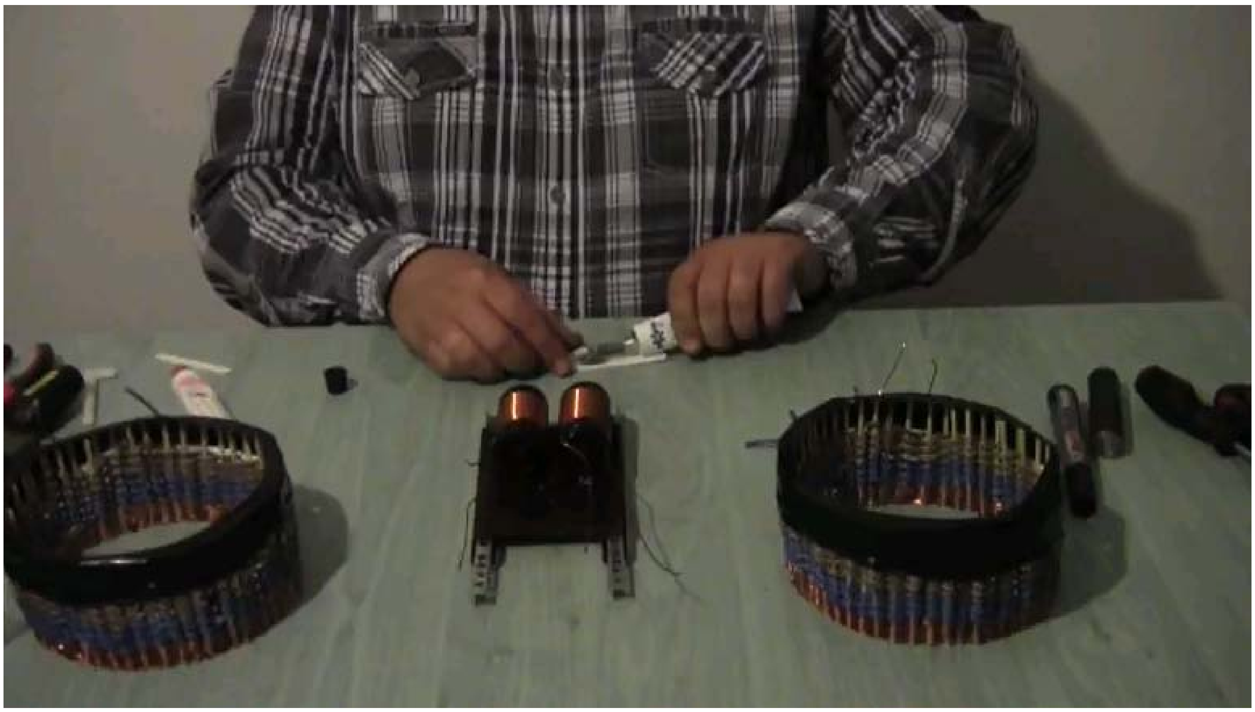


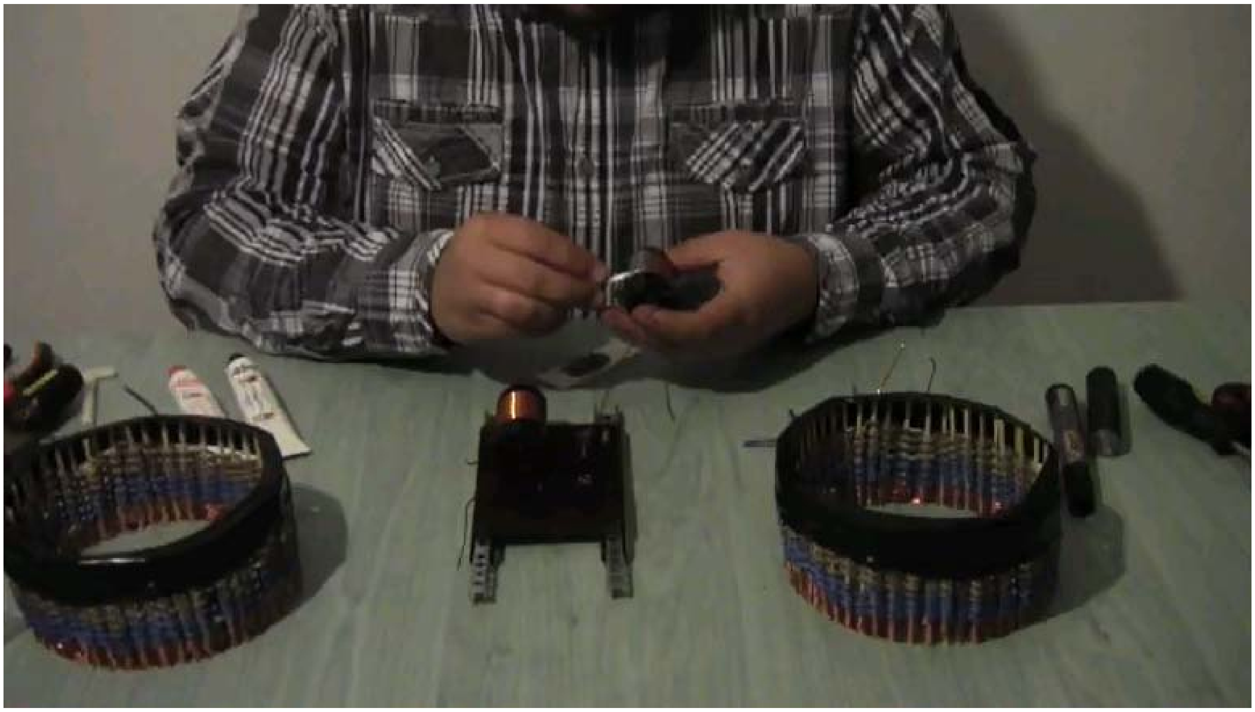
Mount the small board on the two rails, and after that, screw the rails to the base wooden board. Make sure it can pivot at least 15-20 cm.





The two small coils will be stuck on the cardboard using epoxy-glue. Mash the two chemicals together and apply it on the coil like you see in the video. Now place the two coils on the cardboard and leave them to harden in place for about 10 minutes.







Now using epoxy-glue again, stick the magnet bar to the wooden board. You'll have to make sure that the small coils on the sled can touch the magnet bar while pivoting.



And now for the metal bar... Again epoxy-glue. stick the iron bar to the wooden board right in front of the magnet. They should be parallel. And the distance between the magnet bar and the iron bar no more than half a centimeter.



Take the capacitors and place double-adhesive duct tape on the bottom of each one. Do it just like you see in the video. Place the two 500 Micro Farad ones centered inside the basket coils, and the four 1000 Micro Farad ones on each side of the basket coils.







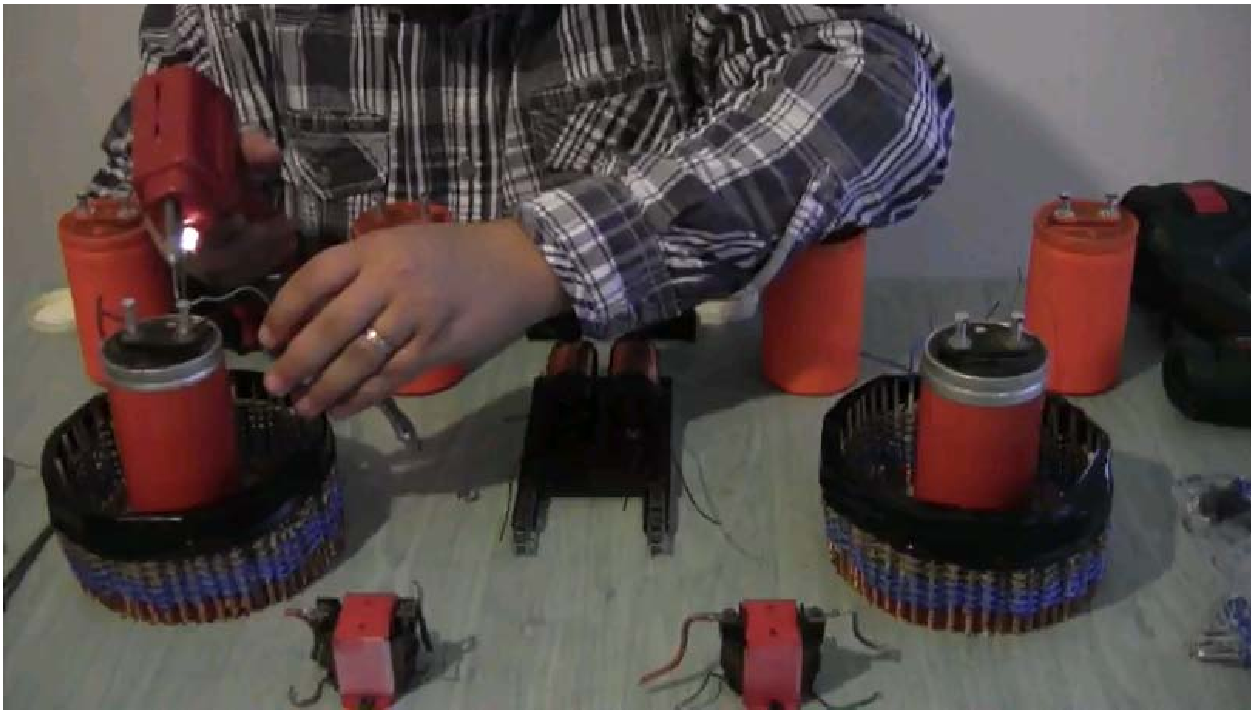
Tighten the two transformers to the board.



If your capacitors have screw-holes on each contact, put screws in them and tighten them with a cricket wrench, pair of pliers or whatever comes in handy.



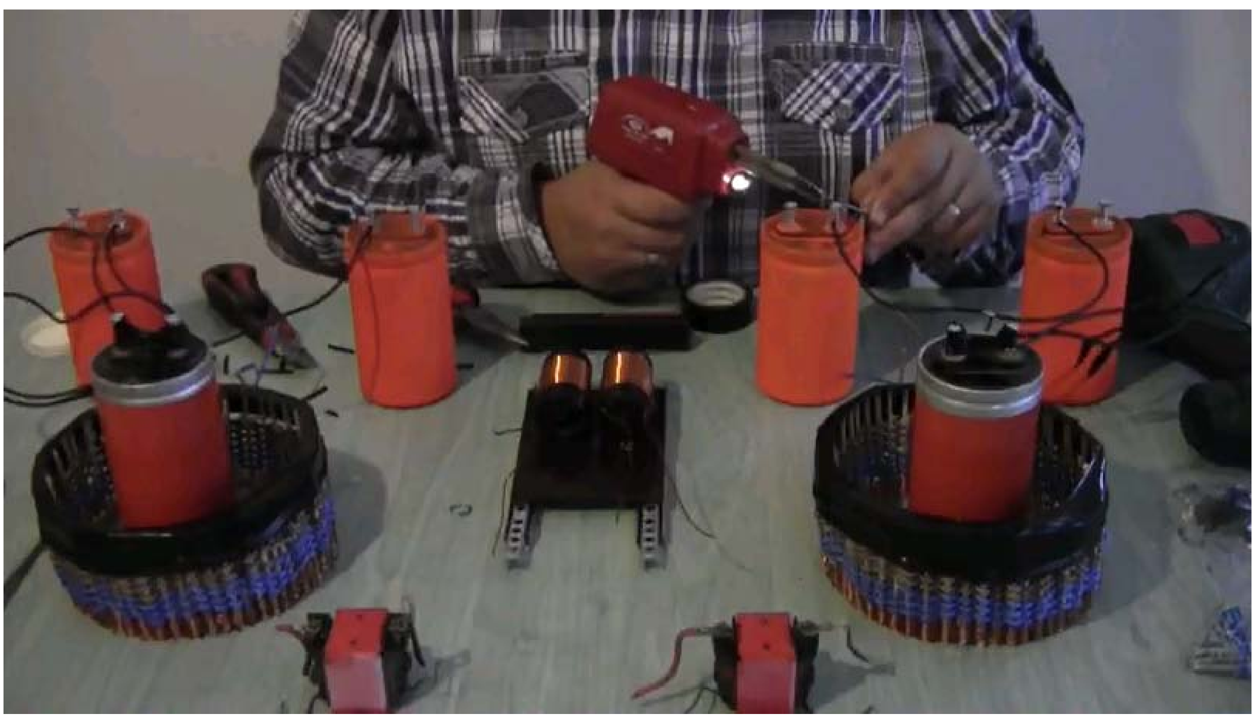
It's time to wire the whole generator up. first, solder the two 500 Micro Farad capacitors to the base weaved coil (the enameled copper wire ones.)

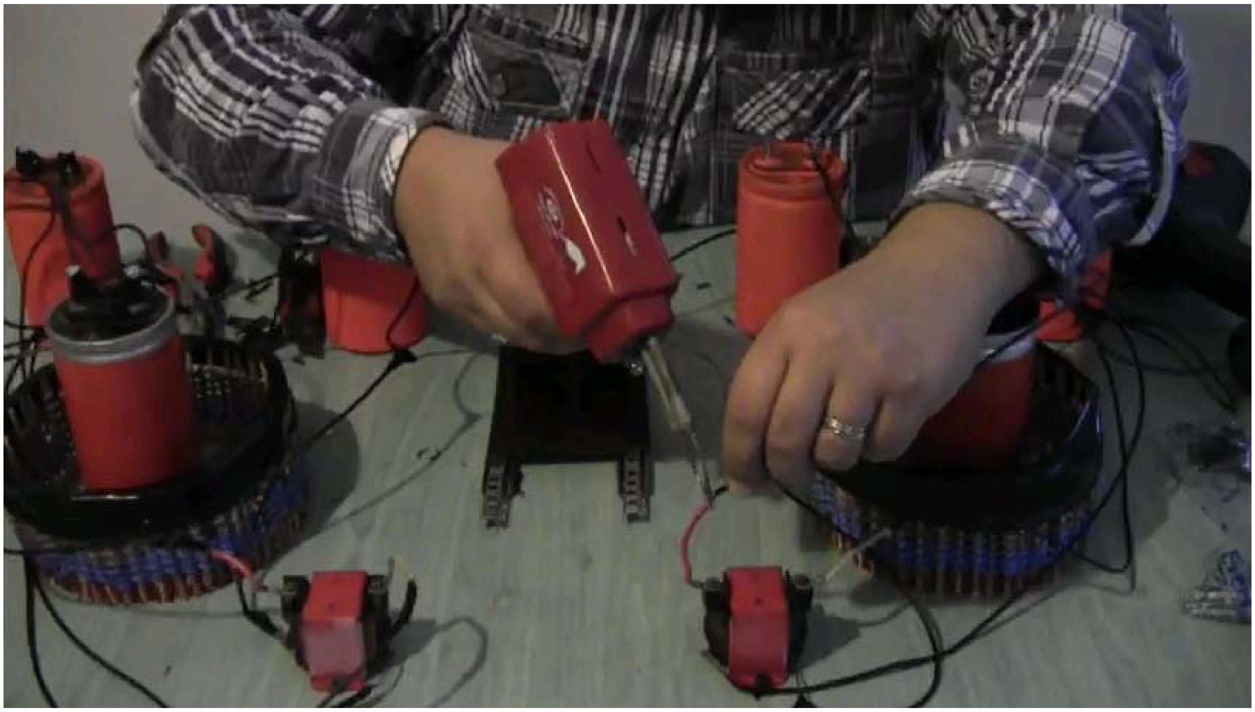


After that using the provided schematics and the video footage make all the necessary soldering to the generator.

Remember to keep the coils on the sled as far away as possible from the magnet and iron bar while soldering everything.

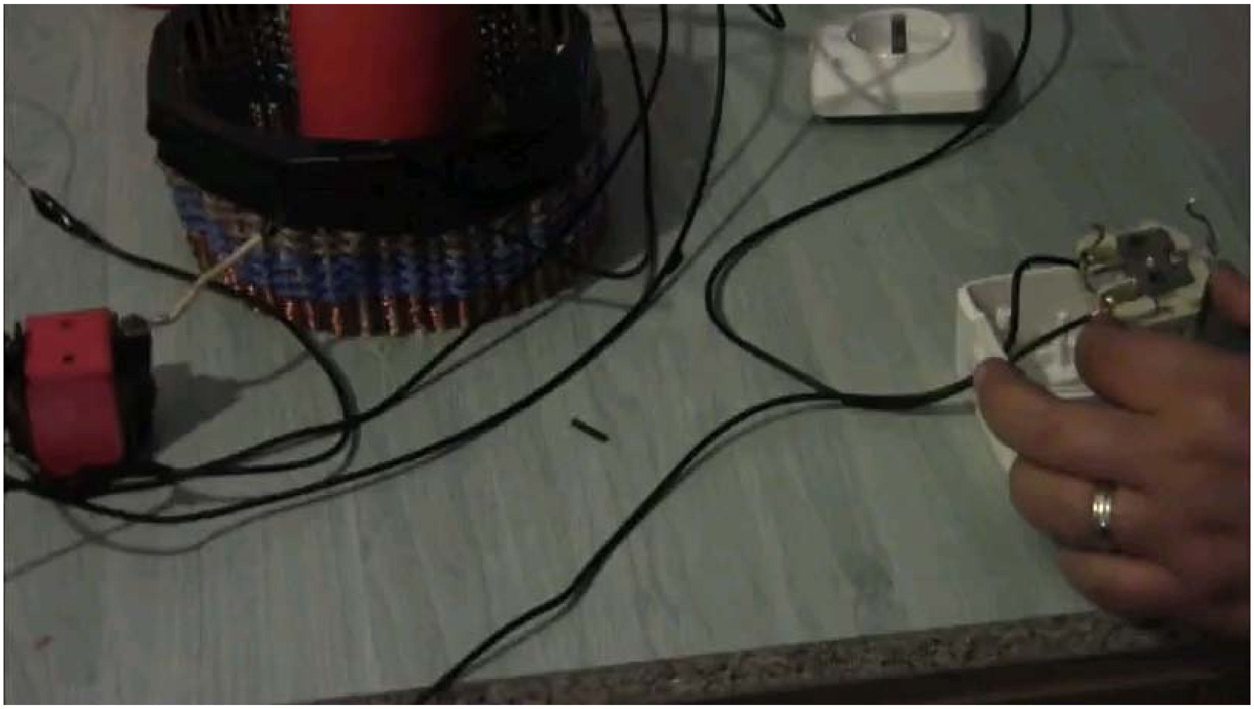






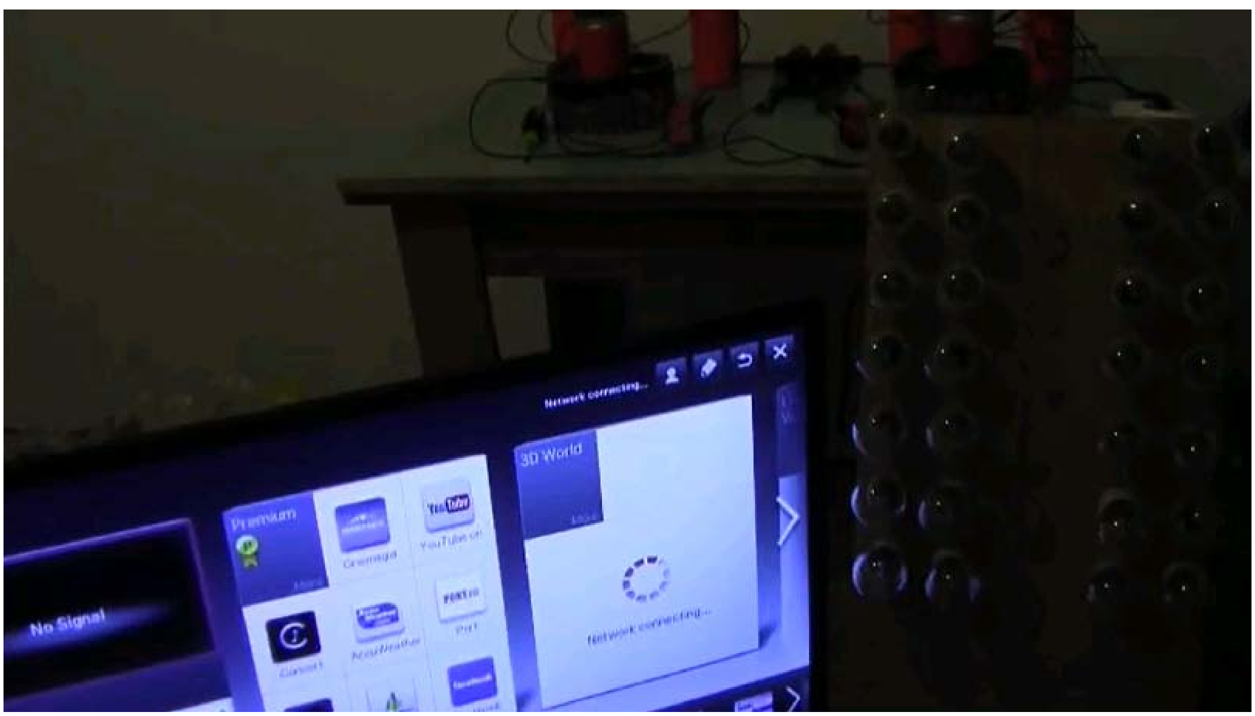
Please check again if your soldering matches exactly the schematic provided.

For safety reasons, is best to mount a socket on the wooden board. Connect the socket to the output wires and tighten the top cap back on.



To test the generator, plug an appliance in the socket on the wooden board. Now start moving the sled with the two small coils towards the magnet. Adjust the sled's position for best power output. But be careful not to touch the iron bar with the 2 small coils.





Congratulations!

You have built the Hendershot Fuel less Generator and are now ready to completely eliminate burnt fuel from your life and become energy independent. Hendershot's device stands out to prove once again that it is in our power to break free and get rid of the electric company for good.

Thank you for reading our guide and for supporting free energy.